

GERMANY CAUGHT ON HORNS OF DILEMMA

To Hold Austria She Will Have to Send Forces to the East.

RISKS MAY BE INCREASED

Sidebotham Believes Northern France and Western Belgium Will Be Sacrificed.

By H. SIDEBOTHAM.

One of the Foremost Military Critics in Europe.

Special Cable Despatch to The Sun from the London Times Service.

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LONDON, Oct. 1.—On Monday there was a council at German headquarters which the Emperor and the Crown Prince attended. It may be worth while to try to look at the military situation as it presented itself to that council.

What will the Germans do? Rather, what can they do? There have been many critical meetings at German headquarters since the beginning of the war, but none to compare with this.

For the first time during the war Germany is faced with defeat. The nearest approach to the present situation was in the autumn of 1915, when Hunan entered the war. But the situation then was not so critical, the only question related to the margin of safety for Germany to have her way fully in the east.

Now there is no margin of safety in the west. For the first time in the war the west and east fronts are crumbling simultaneously. That Bulgaria is out of the war is intrinsically the least of Germany's misfortunes. Bulgaria's defection cuts Turkey off from the chance of German aid, and also opens the possibility of our gaining access to the Black sea for our submarines, and for communication with anti-German elements in the east.

Threat Against Austria.

Most important of all is the direct threat against the southern frontier of Austria; one that will either make her seek peace on our terms or weaken her armies on the Italian front. In the worst event, we shall have added a new front—a southern front—to those which the enemy, with his rapidly declining man power, will have to defend.

In the latter event the whole of Germany's eastern policy will tumble to ruins. It is hardly possible to exaggerate the gravity of the blow that has been struck against Germany's war aims. Of late she has been relying on the east to compensate her for prospective losses in the west. Now the east is slipping rapidly away and failure looms in the west.

The recent widely quoted editorial in *Vorwarts* was something more coherent than a cry of despair. Its exhortations to Germans to hold fast and its picture of ruin that would overwhelm Germany if they did not meant just this: Never mind what is happening in the east. Let that all go and concentrate in the west. Imperialism is bankrupt. What we must think of now is protecting our hearths and homes.

When views like these are allowed to appear in German newspapers we may safely conclude that they are held by somebody of importance.

One view, therefore, that might have been taken at Monday's council is that Germany should cut her losses in the east and confine her energies to the west. This view will be supported by the commercial jingoes of Westphalia, who supported the invasion of Belgium for the sake of commercial gains it promised. They now are doubtless worried, and nothing would keep them in line so well as the promise of protection against invasion.

Risks May Be Increased.

It may be doubted whether this view would commend itself to the council, but Germany has been hit. One can hardly see the German Government sacrificing everything, including its alliance with Austria, and settling down to a passive defence of its own frontiers. It is more probable that the risks in the east will be increased in order to supply Bulgaria and to attempt to save some of the eastern ambitions.

It is true that Bulgaria has doubtless asked assistance from Germany before this and been refused, and that refusal certainly influenced her decision. But that means that Germany never suspected the allied victories in Macedonia would develop as they have done. The power dreamed Bulgaria would so over, and now that she has done so Germany's policy may change.

If only for the sake of her hold on Austria she may think it worth while to throw ten or twelve good divisions into this front. If she does the thing can be done, but at a price that will be the wholesale evacuation of France and Belgium west of the Meuse. By having her western frontier she might find men to bolster the Austrian resistance and at the same time increase her defensive resistance against the allied attacks.

In a sentence the alternatives before the council were to throw over the east or throw over the invaded provinces of France and Belgium west of the Meuse. The decision between them is difficult and one that sets up all sorts of cross currents in German political, military and civil circles. One is inclined to think the council will prefer the second alternative. At the same time the power probably will be some species of sham political reform in Germany to please the people at home and to impress America, if America is in a state of mind to be impressed, which is more than doubtful.

3 ACQUITTED OF CONSPIRACY.

U. S. Gauge Company's Employees Prove Innocence.

PHILADELPHIA, Oct. 1.—Three employees of the United States Gauge Company, Sellersville, Pa., were acquitted in the Federal District Court here to-night of the charge of conspiracy to defeat Government tests on the compressor gauges for torpedo boat destroyers. They were George Schubert, William Heinrichs and Fritz Bieri.

The Government charged that they had a secret pump in the cellar of the plant and connected it with gauges so as to control the pressure and make the gauges apparently meet Government requirements. The defendants said the pump was used in an endeavor to help the Government make the test.

RINTLEN GOES TO ATLANTA.

Plotter Remains Health While in Newark Jail.

FRANK Rintelen, German spy and bomb plotter, was sent yesterday from the Essex county jail at Newark to the Federal penitentiary at Atlanta. He was convicted on several charges in the Federal District Court here and given sentences aggregating four years. The conviction was for a misdemeanor and he has served nine months in various jails in and near New York.

In the Tombs prison Rintelen became ill. He was sent to the Newark jail, where his health has improved.

18 OF SALEM'S CREW REPORTED MISSING

Thrown Overboard at Night by Boat Capsizing.

WASHINGTON, Oct. 1.—Eighteen enlisted men from the cruiser *Salem* are missing as a result of the capsizing of a small boat in which they were returning from shore leave Sunday night in Key West, Fla. The names of the men were made public to-night by the Navy Department. They are:

CAVENER, FOSTER AVERY, Cordell, Okla.

ENGESER, LOUIS WILLIAM, 11 Dwyer, Mass.

SCOFFER, JOHN, 414 Stevens st., West Haven, Conn.

HARDWAY, GARY JOSEPH, Newnan, Ga.

HOWLEY, THOMAS WILLIAM, 224 East Second st., New York.

KATZBERGER, EDWARD RICHARD, Detroit, Mich.

KNICKERBOCKER, NEWTON HORACE, East Smithfield, N. Y.

KUCHLER, GEORGE WACHENDORF, Reading, Pa.

LAFORE, WILLIAM PETER, Chicago.

MAGNOR, EDMUND FRANCIS, Hingham, Mass.

MURRIS, ALBERT SIDNEY, Gainesville, Fla.

NOWLIN, TOM, Christiansburg, Va.

RUSS, LOUIS, Fall River, Mass.

SHAW, WATSON, J. H. Walsh, Memphis, Tenn.

SWANSON, GEORGE WASHINGTON, Torrance, Tex.

VINCENT, PASCALINO, New Ipswich, N. H.

WATSON, LAWRENCE RANDOLF, Perry, Okla.

WEEKS, ROLAND JAMES, Bath, Me.

YANKS RUN RAILWAY BEHIND VERDUN LINE

"Chicago Regiment" Recruited From Six Roads Centring in Windy City.

HEROISM UNDER ATTACK

Save Trainload of Gasoline and Ammunition From German Shells.

By RAYMOND G. CARROLL.

Special Cable Despatch to The Sun and the Public Ledger.

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WITH THE AMERICAN ARMY IN FRANCE, Oct. 1.—Behind the American lines west and northwest of Verdun there is a standard gauge military railroad more than 100 miles long. It is operated by an engineer regiment that is independent of our other divisions, yet serving all. It is frequently referred to as the Chicago regiment, as it was recruited from six of the great railway systems centring in that city.

The present commander is Col. N. L. Howard, son of an official of the Chicago, Burlington and Quincy Railroad. He is a West Point graduate and left the army to take up railroad work in the West.

For more than a year this regiment has been transferring French troops that were defending the Verdun district, and the men often have wondered when they would be welded into some distinctly American enterprise. The opportunity came with the occasion of our last drive, and their wonderful bravery under shell fire and their general efficiency and loyalty to their task is a thrilling narrative quite apart from any account of the battle itself.

Handled 103 Trains Daily.

The officers of the regiment include Lieut.-Col. C. L. Whiting, Lewistown, Mont., and Capt. V. H. Hagerberger, Bureau, Mo.; J. H. Walsh, Memphis, Tenn.; W. H. Johnson, Pekin, Ill., and Edward Schultz, Chicago.

During the three weeks previous to the American attack this engineer regiment handled an average of 103 trains daily. The tracks were cut by German shells a dozen times every day, but they were instantly repaired. The repair work was under the direction of J. G. McClellan, with Corporal R. H. Hohnbaum of Kansas running track repair gangs of eight men each.

Wednesday night, a few hours before our attack opened, word reached engineer headquarters that German incendiary shells had fired the stores at a station where seventeen cars of gasoline were on a siding.

"We must get them out of there," said Col. Howard. But before the order was issued Lieut. Harry Halvorsen of Memphis, acting on his own initiative, with a wrecking crew of which Corporal Barnes of La Junta, Colo., was conductor; Private V. L. Linn, Chicago, engineer; E. C. Steimeyer, Emporia, Kan., and D. Butler, Topeka, Kan., brakeman, and Victor J. Nichols, Wellington, Kan., fireman, dashed into the railroad yard and after quickly attaching an engine to the gasoline train hauled it to safety.

Save Ammunition Train.

While this was going on the enemy shells were dropping around the station, endangering several trainloads of ammunition. Sergeant Fred Mott, Chicago, who was acting as station agent, called four men to help him and together they hitched an engine to the train and hauled them out of danger. The crew that removed the gasoline then returned and pulled every car off the sidings at the endangered station.

At another siding along the line a big French 410 gun was not in range, so the Americans went there and hauled it into the firing zone. During the latter part of their journey shells fell all around them, but they put the gun into position. All through the night the wrecking crew worked tirelessly straightening tangles and keeping the road in running order, while over their heads whizzed enemy shells, answered by our own artillery. The combined effort making the whole twenty mile front a red glare of flames and flashes.

Instances of individual heroism were numerous. Private Harry L. McCaughey went to take a bath after being in the trenches for 48 hours. A surgeon noticed that he had an ugly nail hole in his knee and that the wound was festering. Before the doctor could write out an order sending the soldier to a hospital McCaughey, suspecting him, quickly disappeared. The doctor reported the case to the officers, and a detail of men was sent out to find McCaughey. They found him hiding under an engine of which he was fireman. They fairly had to drag him out.

Waiting Year for Chance.

"I've been waiting for this chance a whole year," he explained, "and now that it has come I'm not going to be cheated out of it." Only when threatened with arrest would he consent to go to the hospital to have his knee treated.

Another, an engineer, was seen by a doctor, and as he apparently was ill the doctor sent for him. He was found to have a temperature of 102. He was told to go to the hospital, but instead he climbed back to his perch in his engine and positively refused to come down. The next morning he was well, and he explains that the excitement of the night was the medicine that cured him.

Engineer Charles Young, Springfield, Ill., stuck to his engine thirty-two hours without sleep or rest. Inasmuch as all these men carry union cards, and are accustomed to eight hour days at home their patriotism in the present great emergency is wonderful.

I found one entire yard crew that had lived a week in an empty water tank, cutting a hole in the side for entrance. They explained their preference for this shack over their regular quarters by saying they wanted to be nearer their work.

Not One Lost by Shell Fire.

Caves have been dug all along the line for the protection of the railroad men. "They will not use them, in spite of all we can do," said Lieut.-Col. Whiting. "Luck certainly is with our unit, for during our entire stay in this area we have not lost a man by enemy shell fire."

This regiment, in addition to operating trains, built six miles of standard gauge track, using ninety pound rails, in eight days, which is something of a record. Since the Germans were driven back the Americans in this area are operating 135 track miles of railroad, all the cars and engines being American built. It is the only place in Europe where one is privileged to hear the welcome toot of a genuine American locomotive, and it certainly does sound good to our infantrymen and artillerymen.

Our narrow gauge railways at last have passed the intervening trench systems and have been joined to the roads the Germans abandoned when they retreated. Thus we have followed our advance with a workable system of railways over which supplies can be hauled and troops transported, relieving congestion in the muddy highways and restoring them to the use of troops and their wonderful heavy under shell fire and their general efficiency and loyalty to their task is a thrilling narrative quite apart from any account of the battle itself.

Building these lines has been a prodigious undertaking, particularly the work of getting them across a series of trenches, first, those built by the French, and then those dug by the enemy. All through the period of rail construction there was a steady down-pour of rain, but our men worked night and day, knowing that the infantry abroad was dependent upon the completion of a rapid means of transportation.

Our army uses a track sixty centimeters wide, with dirt ballast. The ties and lightweight rails come so marked that they can be put together rapidly. For transportation flat cars are used, each with a carrying capacity of twenty tons. Col. Goethals, son of the famous Panama Canal engineer, made an inspection of the light railways yesterday and found the work had progressed to a stage where the chief worry over transportation had vanished. The German built lines had suffered considerably from the terrific shelling which we gave them, and this required sending engineers over to repair the broken places.

Meantime work upon the highways was pushed rapidly by pioneer organizations. Col. Reginald Foster, formerly a New York newspaper man, commanding a regiment of pioneer troops in which there are 1,000 Pennsylvanians has the record of having built the first dirt road

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under shell fire over No Man's Land.

For the success of this enterprise he gives credit to Majors K. Meils, Johnson City, Tenn.; Matthew G. Addison, Brooklyn; Claude M. Condon, Kansas City; and Capt. A. E. Shepard, New York. The pioneers followed right after the infantry, filling shell holes and creating highways over which supplies and ammunition could be carried to the men up front.

\$484,000,000 MORE FOR SHIPS.

WASHINGTON, Oct. 1.—Chairman Hurley of the Shipping Board, appearing before the House Appropriations Committee to-day, asked for authority to spend \$484,000,000 additional to carry out the shipbuilding programme.

Authorizations already passed by Congress for the shipping programme aggregate \$2,449,000,000, of which \$2,846,000,000 has been in cash appropriations. The sum asked to-day virtually is the amount eliminated by the committee from the Shipping Board's original estimates of expenditures submitted before the beginning of the new fiscal year.

SAKS CLOTHES

OF A CHARACTER APPRECIATED BY GENTLEMEN



THE name SAKS would give any make of Men's Clothing that we sold a certain repute. But the name SAKS is not to be had lightly. Hence we make our own.

WE speak of the undoubted superiority of SAKS CLOTHES without reserve—without hesitation—because of the magnificent tailoring effort that is to be found in every SAKS garment. Their painstaking care down to the last essential—their deliberate tidiness of detail—their utter responsibility for every seam and stitch commands a respect that cannot be withheld.

THEN to this must be added the undoubted supremacy of SAKS styling, for SAKS CLOTHES are not only made for Broadway but are actually made on Broadway. Thus are all the style absurdities of the small town and the mid-west carefully avoided.

\$28
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Silk Chiffon Velvet
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Fashion has yet to introduce frocks more original, or nearly so exquisite in every detail

Even the novice will realize the representation of such wonderful Chiffon Velvet frocks at \$59.50 to be an achievement unusual—especially under present war-time conditions.

There are three distinct styles, each designed so as to be equally suitable for either afternoon, matinee or street use.

Their smart tunics, with narrow underskirts, their dainty surplice and shield front waists are typical of the finest creations exhibited in leading Paris salons.

The Choice of Colors includes Rose, Graphite, Taupe, Brown, Cendarme Blue, Burgundy, Blackberry, Navy Blue and Black.

Wednesday and Thursday Only—

Fashion's Newest Conceits in
Women's Coats for Fall

presented in an important sale

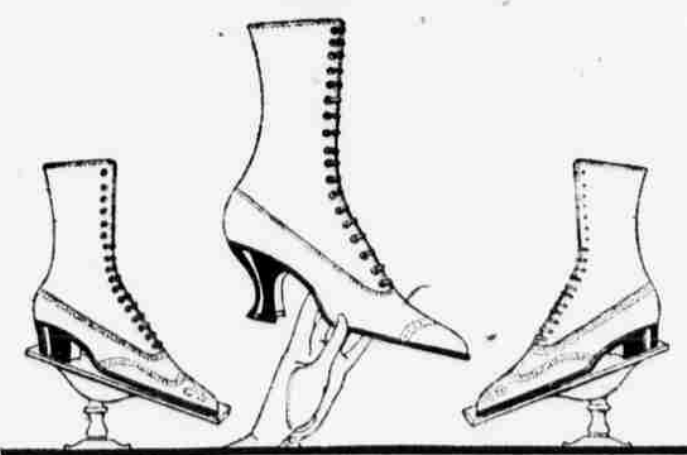
Special
at \$29.50



Coats so individual of line, so exceptionally well tailored, are quite uncommon at anything near this modest figure.

The styles are ideally suited to touring and general wear, having been designed to serve a more than one purpose in keeping with the conserving spirit of the day.

Wool Velour, Pom Pom, Wool Khaki, Cashmere Burella, and Mixtures have been used to develop the various models, the large, warm collars being fashioned of Near Seal, Kit Coney and self material. Each coat lined throughout and warmly interlined. Size 34 to 48. Two styles illustrated. Fourth Floor.



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Women's Fall Boots

are now to be had in an important Sale

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Boots of a very high order in make and finish, developed in leathers selected especially because of their unusual service-giving qualities. There are ten distinct styles, each so graceful as to make any foot appear a size smaller. Obtainable in the following very fashionable leathers and combinations:

Dark Russia Calfskin with Grey Nu-Buck Tops.
All Brown Russia Calfskin.
Fine Grade of All Brown Kidskin.
Brown Kidskin with Mouse Color Kidskin Top.
Gun Metal Calf with Grey Nu-Buck Tops.
Gun Metal Calfskin or Black Kidskin.
Black Kidskin with Grey Nu-Buck Tops.
Patent Leather with Grey Nu-Buck Tops.
All Dark Grey Kidskin. All Brown Kidskin.

All made with leather heels, in 1-inch, 1 1/2-inch and 1 3/4-inch styles. Also on model with Leather Louis XV. heel, in Brown Kidskin only.